

COMMITTEE LANGUAGE FOR FISCAL YEAR 2001

KC-130J ACCOUNT: APN

PRESBUD	HASC	SASC	CASC	HAC	SAC	CAC
(2)154,818	(3)231,118	(3)229,418	(3)229,418	(3)231,118	(3)229,418	(3)229,418

C-130 SERIES ACCOUNT: APN

PRESBUD	HASC	SASC	CASC	HAC	SAC	CAC
7,921	7,921	7,921	7,921	7,921	7,921	7,921

HASC LANGUAGE (Rpt. 106-616)

Page 68, Aircraft Procurement, Navy

OTHER AIRCRAFT						
019	KC-130J	2	154,818	1	76,300	231,118
019A	HH-44H-1N RECLAMATION AND CONVERSION				17,500	47,500

Page 69, Aircraft Procurement, Navy

036	C-2A	-	18,422	-	-	18,422
037	C-130 SERIES	-	2,586	-	-	2,586
038	FEWSG	-	7,921	-	-	7,921

Page 76, Aircraft Procurement, Navy

KC-130J

The budget request contained \$154.8 million for two KC-130J aircraft.

The KC-130J is a tactical airlift aircraft that also serves as a tanker for both helicopters and tactical fighters. The KC-130J replaces existing KC-130F, R, and T models, providing increased speed and range, a higher cruise ceiling, and a shorter take-off distance compared to the older models.

The Marine Corps currently has an inventory of 35 KC-130Fs, 14 KC-130Rs, and 28 KC-130Ts. The KC-130F, which was procured between 1960 and 1962, is the oldest aircraft in the tory and is approaching the end of its service life. The committee understands that a recent service life assessment of the KC-130F fleet revealed that unless procurement of KC-130Js is accelerated or a comprehensive and costly service life extension program is undertaken, an inventory shortfall of 15 aircraft may occur as early as 2001.

In its report on H.R. 1401 (H. Rept. 106-162), the committee recommended an increase of four KC-130Js and notes that the Com-mandant of the Marine Corps has identified additional KC-130J aircraft among his highest unfunded aviation procurement requirements in fiscal year 2001.

Therefore, consistent with its prior actions, the committee recommends \$231.1 million, an increase of \$76.3 million for one additional KC-130J aircraft.

Page 128, Items of Interest

Lightweight environmentally sealed parachute assembly (LESPA) The budget request contained \$28.2 million for other aircraft modifications but included no funds for the LESPA. Due to its longer repack cycle and extended service life, the committee continues to believe that the Department of the Air Force will realize substantial life cycle cost savings with LESPA, compared to existing parachutes, and has previously recommended procurement of LESPA's for the Navy's P-3 and E-2 aircraft. Consistent with its previous actions to reduce ownership costs, the committee recommends \$35.2 million for other aircraft modifications, an increase of \$7.0 million for LESPA's to replace existing parachutes in C-130, C-141, C-5 and KC-135 aircraft.

Page 238, Items of Interest

Aging landing gear life extension

The budget request contained \$14.2 million in PE 65011F for RDT&E For Aging Aircraft. The committee notes the increasing incidence of Class A aviation mishaps attributable to landing gear failure, as well as rising Mission Incapable rates for high priority aircraft such as the KC-135 and C-130 due to limited availability of replacement landing gear components. The committee is aware that the Air Force is working to develop improved components and advanced inspection and overhaul equipment to address a number of aging problems for the current inventories of U.S. aircraft. However, the limited funds available in the RDT&E For Aging Aircraft program are insufficient to support the promising goals of the Aging Landing Gear Life Extension (ALGLE) program. The committee recommends \$26.2 million in PE65011F, an increase of \$12.0 million for acceleration of the ALGLE program.

Page 242, Items of Interest

Aerospace propulsion

The budget request contained \$116.3 million in PE 62203F for aerospace propulsion applied research, \$38.0 million in PE 62111N for air and surface launched weapons technology, and \$24.3 million in PE 63302F for space and missile rocket propulsion technology. The committee notes the numerous advances in Integrated High Performance Turbine Engine Technology (IHPTET) and Integrated High Performance Rocket Propulsion Technology (IHPRPT) achieved over the past several years. The IHPRPT initiative has enabled the services to pursue needed advances in liquid and solid propulsion research for small missile projects such as the light-weight, low cost SPIKE infantry guided missile project and the solid fuel ramjet deep strike missile. Programs that benefit from IHPTET include F-22 Raptor and Joint Strike Fighter advanced turbine engines, all current turbine engine aircraft programs, and numerous strategic and tactical missile systems.

The committee also notes important technology advances in the area of magnetic bearing cooling turbine designs that offer significant improvements in operational readiness and safety of the KC-135 and C-130 aircraft fleets. The magnetic bearing provides near frictionless bearing capability resulting in dramatically reduced lifecycle costs and improved mission capable rates.

The committee notes that many space launch vehicles, both planned and currently under development, will transition from traditional propulsion systems to high-pressure systems that use liquid oxygen and kerosene. The committee notes that this rocket fuel is both more energetic than hydrogen fuels and is environmentally friendly. The committee is concerned, however, that the research and development test infrastructure is inadequate to validate the performance of new high-energy propulsion technologies in a timely manner and believes that

additional funding is needed to reinforce this effort. The committee believes that such upgrades would also support a wide range of IPHRPT programs.

The committee recommends an increase of \$6.0 million in PE 62203F, and an increase of \$4.0 million in PE 62111N for acceleration of advanced aerospace propulsion initiatives associated with the IHPTET and IPHRPT programs. The committee further recommends an increase of \$23.7 million in PE 63302F for new technology insertion into existing large propulsion test facilities to test new high-energy propulsion systems.

SASC LANGUAGE (Rpt. 106-292)

Page 60, Aircraft Procurement, Navy

OTHER AIRCRAFT						
19 KC-130J	2	154,818	1	74,600	3	229,418
MODIFICATION OF AIRCRAFT						
MODIFICATION OF AIRCRAFT						

Page 61, Aircraft Procurement, Navy

36 C-2A	-	2,596	-	-	-	2,596
37 C-130 SERIES	-	7,921	-	-	-	7,921
38 FEWSG	-	605	-	-	-	605

Page 87, Aircraft Procurement, Navy

KC130J

The budget request included \$154.8 million for the procurement of two KC-130J aircraft. The Marine Corps is facing a shortfall of aerial refueling aircraft as it uses up the remaining fatigue life of its KC-130F and KC-130R fleet. The Marine Corps has included the procurement of additional KC-130J aircraft on its unfunded priorities list. The committee recommends an increase of \$74.6 million for the procurement of one KC-130J aircraft, a total authorization of \$229.4 million.

Page 401, Other Items of Interest

Certification of requirement for military construction projects, Manta Air Base, Ecuador

The budget request included \$22.7 million for construction projects at Manta Air Base, Ecuador. The number of projects and funding level is based on the requirement that the facilities would support two E-3s, two KC-135s, three P-3s, three ARL, and one Senior Scout (C-130) missions and accompanying personnel. The committee directs that funds available for construction of largeial surveillance aircraft related facilities at Manta Air Base, Ecuador, not be obligated until the Secretary of Defense submits a report directed elsewhere in this bill on the demonstration of the Global Hawk HAE UAV in airborne surveillance role in the counter-drug effort.

The committee further directs that the construction of the visiting officers quarters and visiting airmen quarters and dining facility not be executed until the Secretary of Defense certifies that sufficient aircraft are scheduled to operate out of the Manta Airfield on a routine basis to ensure the construction of these facilities is justified.

CASC LANGUAGE (Rpt. 106-945)

Page 579, Aircraft Procurement, Navy

OTHER AIRCRAFT										
19 KC-130J	2	154,818	3	231,118	3	229,418	1	74,600	3	229,418
HH/UH-1N RECLAMATION AND CONVERSION			-	17,500						
MODIFICATION OF AIRCRAFT										
70 F-4A SERIES	-	203,102	-	226,102	-	206,402	-	(16,800)	-	186,302

Page 579, Aircraft Procurement, Navy

36 C-2A	-	2,596	-	2,596	-	2,596	-	-	-	2,596
37 C-130 SERIES	-	7,921	-	7,921	-	7,921	-	-	-	7,921
38 FEWSG	-	605	-	605	-	605	-	-	-	605

Page 710 and 711, RDT&E, Defense-Wide

Special operations tactical systems development

The budget request included \$133.5 million for special operations tactical systems development in PE11644BB. The budget request did not include funding to continue the development of many programs, including the MC-130 autonomous landing guidance system, the CV-22 terrain following radar upgrades, or the advanced lightweight grenade launcher.

The House bill would authorize an increase of \$14.2 million in PE 11644BB, as follows: \$9.2 million for the CV-22 terrain following radar improvements; and, \$5.0 million for continued development of the MC-130 autonomous landing guidance system.

The Senate amendment would authorize an increase of \$5.6 million in PE 11648BB, Special Operations Forces operational enhancements, for the purpose of continuing research and development of the advanced lightweight grenade launcher.

The conferees agree to authorize an increase of \$13.3 million in PE 11644BB, special operations tactical systems development to be distributed as follows: \$4.5 million for the MC-130 autonomous landing guidance system; \$6.0 million for the CV-22 terrain following radar upgrades; and, \$2.8 million for the advanced light-weight grenade launcher.

The conferees also understand that there may be slippage in the CV-22 post initial operational capability block 10 changes.

130 engine infrared suppression program has been canceled due to higher priority requirements. Therefore, the conferees agree to a reduction of \$3.0 million for the CV-22 block 10 changes and a reduction of \$5.0 million for the C-130 engine infrared suppression program.

HAC LANGUAGE (Rpt. 106-644)

Page 107, Aircraft Procurement, Navy

KC-130J	154,818	231,118	+76,300
Additional aircraft			+76,300

Page 109, Aircraft Procurement, Navy

OTHER AIRCRAFT						
KC-130J	2	154,818	3	231,118	+1	+76,300

Page 109, Aircraft Procurement, Navy

C-2A.....	--	2,596	--	2,596	--	---
C-130 SERIES.....	--	7,921	--	7,921	--	---
FEWSG.....	--	605	--	505	--	---

Page 224 and 225, Additional Views

UNREASONABLE FUNDING LEVELS

The President's budget proposed a hefty increase of \$15.8 billion, or 5.9 percent, over the fiscal year 2000 appropriated level for the Department of Defense. This was done to pay for the President's military pay raise and to meet his commitment of achieving a \$60 billion annual procurement level. But his budget balanced this hefty increase with increases for education, national parks, law enforcement, health and safety, environmental protection and other important non-Defense programs. The Congressional leadership abandoned that balance in its Budget Resolution by increasing the President's 5.9 percent increase for defense programs funded in this bill by another \$4 billion, by giving away \$175 billion over five years in tax cuts, and by making it all appear to add up by cutting non-defense discretionary programs by \$125 million below inflation over the next five years. The folly of this approach becomes more clear with the passage of each domestic appropriations bill that conforms to the budget resolution. That is demonstrated vividly in the Legislative Appropriations bill which proposes to dramatically reduce the number of Capitol police—an inappropriate response to the well-documented need or increased security to the public and for protection of the Capitol police force highlighted by the tragic and senseless murder of two American heroes last year. It is also demonstrated by the fact that Presidential initiatives to strengthen education, health care, worker training, and science are being eviscerated. Adding \$4 billion in the defense bill, beyond the hefty \$15.8 billion increase proposed by the President, appears very much to be a case of political one-upmanship. The President's budget fully funded the President's military pay raise and met his commitment to an annual procurement level of \$60 billion. It proposes significant growth in the number of F/A-18E/F, F-22, V-22, E-2, and KC-130J aircraft, fully funds the New Attack Submarine and an aircraft carrier, and increases many other smaller procurement and research programs. While Committee increases in other programs will have positive effects within the Department of Defense, many of them will not result in a near-term improvement in combat readiness or enhance the near-term performance of any troops during combat. In the context of the Republican leadership's budget resolution, the Committee needs to take a more disciplined approach.

SAC LANGUAGE (Rpt. 106-298)

Page 61, Aircraft Procurement, Navy

OTHER AIRCRAFT: KC-130J	2	154,818	3	229,418	+1	+ 74,600
MODIFICATION OF AIRCRAFT:						

Page 62, Aircraft Procurement, Navy

Three (3) Additional Aircraft		1,000	+ 1,000
KC-130J	154,818	229,418	+ 74,600
One (1) Additional Aircraft		74,600	+ 74,600
F/A SERIES	203 102	186 302	- 16 800

Page 61, Aircraft Procurement, Navy

C-2A	2,590	2,590	2,590	2,590
C-130 SERIES	7,921	7,921	7,921	7,921
FEWSG	605	605	605	605

Contains no language.

CAC LANGUAGE (Rpt. 106-754)

Page 166, Aircraft Procurement, Navy

TOTAL, TRAINER AIRCRAFT	348,093	348,093	404,293	387,893
OTHER AIRCRAFT				
KC-130J	154,818	231,118	229,418	229,418

Page 167, Aircraft Procurement, Navy

C-2A	2,590	2,590	2,590	2,590
C-130 SERIES	7,921	7,921	7,921	7,921
.....	605	605	605	605

Contains no language.